

## REMARKS

Regarding the Examiner's comments to the Information Disclosure Statement dated May 9, 2005, this will confirm our several telephonic communications with the Examiner as a result of which the Examiner agreed to state in the next action that "It has been brought to the Examiner's attention that this application is a Continuation-in-Part application and the references not considered are now considered and made of record."

Claims 1-3, 5, 7, 8 and 15-21 have been rejected under 35 U.S.C. §103(a) as being unpatentable over Usami (U.S. Patent No. 6,138,062) in view of Asanuma et al. (U.S. Patent No. 5,627,754). Claims 4 and 6 have been similarly rejected over Usami in view of Asanuma et al. and further in view of Uehara (U.S. Patent No. 5,938,707), while Claims 9-14 and 22-23 have been similarly rejected over Usami in view of McCrary (U.S. Patent No. 6,169,954). Reconsideration of these claims is respectfully requested.

Usami, Asanuma et al. and McCrary have been previously summarized in the Amendment filed September 2, 2005.

Amended Claim 1 is patentable over Usami and Asanuma et al. by calling for a guided vehicle of the type set forth therein having, among other things, a coupling assembly carried by the vehicle body adapted for mechanically coupling the vehicle body to the another vehicle while the vehicle body is traveling at highway speeds on the expressway. The combination of amended Claim 1 is not disclosed by Usami or Asanuma et al., separately or combined.

Claims 3-8 depend from Claim 1 and are patentable for the same reasons as Claim 1 and by reason of the additional limitations called for therein.

Amended Claim 9 is patentable for reasons similar to Claim 1 by calling for a transportation system for use on a roadway having a lane and a plurality of guidepath indicators extending along the roadway for indicating the path of the lane having, among other things, a coupling mechanism for mechanically coupling the trailing vehicle to the lead vehicle while the trailing vehicle and the lead vehicle are traveling at expressway speeds on the roadway.

Claims 12-13 depend from Claim 9 and are patentable for the same reasons as Claim 9 and by reason of the additional limitations called for therein.

Amended Claim 15 is patentable for reasons similar to Claim 1 by calling for a method for guiding a vehicle having a pair of front wheels and a pair of rear wheels along a curve of a roadway having a lane which includes, among other things, the step of coupling the vehicle to another vehicle as the vehicle is traveling at expressway speeds on the roadway.

Claims 16-20 depend from Claim 15 and are patentable for the same reasons as Claim 15 and by reason of the additional limitations called for therein.

Amended Claim 21 is patentable for reasons similar to Claim 1 by calling for a transportation system for use on a roadway having a lane and a plurality of guidepath indicators extending along the roadway for indicating the path of the lane having, among other things, a coupling mechanism for mechanically coupling the trailing vehicle to the lead vehicle while the trailing vehicle and the lead vehicle are traveling at expressway speeds on the roadway.

Claims 22-23 depend from Claim 21 and are patentable for the same reasons as Claim 21 and by reason of the additional limitations called for therein.

In view of the foregoing, it is respectfully submitted that the claims of record are allowable and that the application should be passed to issue. Should the Examiner believe that the application is not in a condition for allowance and that a telephone interview would help further prosecution of this case, the Examiner is requested to contact the undersigned attorney at the phone number below.

Respectfully submitted,

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